SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

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THE 346 AIRPLANE

1. The 346 airplane crashed on its second, or third, powered flight. The flight was made from a place called Lukowetz or Lukowitze /German phonetic spelling-[redacted] never saw the name in writing/. I think the village of Lukovets shown on [redacted] Voronezh, might possibly be near where the field was located for the following reasons: 25X1 25X1

   I heard that Lukovets was approximately 200 km from Moscow /although the village shown on the above referenced chart is considerably more than 200 km from the center of Moscow, it might be considered "approximately" 200 km south of the edge of Moscow/.

   I heard the names of Gubkino and Nikolskoye used in connection with Lukovets . While there are hundreds of towns named Nikolskoye, Gubkino is not quite so common.

   While I have never been to Lukovets , I was told, [redacted] that the Soviets were building a new runway there, 25X1 25X1

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2. With Ziese as test pilot, the airplane was carried by a TU-4 to an altitude of approximately 7000m. At this altitude Ziese fired the explosive fittings supporting the 346, the plane dropped free, and the rocket engine was started without difficulty. When speed and altitude were increased, serious vibration was encountered, forcing the pilot to slow down. According to rumors, Ziese again increased the speed, but such violent vibration was encountered that the tail assembly broke off. Ziese jettisoned the cockpit, dropped to a safe altitude, escaped from the cockpit from the prone position bed, and then came down by parachute. He broke a leg in landing. The airplane was a complete loss. This accident happened after the returnees had been released from work and alerted for return to Germany in September 1951. Strict security surrounded circumstances of the accident, and we Germans were not allowed to talk to the pilot, Ziese. However, before the plane had ever been flown under power, I talked to Ziese and asked him what was wrong with the 346 and why it had not flown. Ziese replied, that when it did fly he would break all altitude and speed records. I think Ziese may have been trying to do just that when the airplane came apart. I have no knowledge of the speed or altitude attained during that flight. I believe that the crash may have had something to do with the delay in shipping the Germans home. About 60 Germans who had been released, including Siebel preliminary design engineer, Siegfried Guenther, were being held there, instead of being allowed to return to Germany.

3. I have very little knowledge concerning the design details of the 346. I know that it used the same basic engine (Walther Ofen) as the ME-163, but it differed in that the distance from the pumps to the combustion cans (I think there were two combustion cans) was about twice that of the ME-163. The total length of the 346 engine assembly was about 4 meters.

THE EF-150 AIRPLANE

Status:

4. Only two EF-150 airplanes were built--one for flight, and one for static tests. The EF-150 was originally intended to be ready for flight some time during the middle of 1951. Although it had top priority in the shop, it was not ready for shakedown tests until the fall of 1951. At this time troubles were encountered with various components in the airplane. I do not know when the necessary rework was to be completed. I heard that 25 Jan 52 was the specified completion date, but I think that this was only for the record. My own estimate is that the airplane will not fly until May or June. Even if the necessary modifications could be made before that time, which I doubt, weather would not permit transportation to the test field. Concerning the test field for the EF-150, the Germans would like to see Borki used, (which is located near the Volga River between Podberesje /56° 46' N - 37° 10' E/ and Kimry /56° 54' N - 37° 18' E/) because of its convenient location and the ease with which the airplane could be transported down the Volga River. I heard that the EF-150 might be flown from Luko[illegible] field, where the 346 was tested. If this field were used, it would mean that the airplane would have to be almost completely dismantled for shipment.

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[redacted]

5. I do not know who was to pilot the airplane, but I do not think there were any Germans left in Podberesje who were qualified for the job. Guenther Schroeter, an EF-140 flight test engineer, had turned down the job of flight testing the EF-150, hoping to get back to Germany sooner. Ironically, he is still in the USSR. Willi Lehmann then offered to do the job and was accepted. Lehmann had been a flight test engineer, first on the EF-126 and then on the experimental EF-150 servo mechanism installed in a JU-388.

6. I heard the engines running, sometime during October or November 1951, and heard from someone, whose name I have forgotten, that the runs were satisfactory. I also heard that sand was found in the hydraulic filter. This had caused no damage, but the hydraulic system had to be disassembled and cleaned. This sand had probably been left in the lines during fabrication. (Available tube-bending machines were not large enough to handle some of the large sizes of tubing used on the EF-150. Large tubes had to be filled with sand to prevent their collapsing while being bent.)

7. One series of static tests had been completed. They were all run at Podberesje. Following the tests, analysis of the results disclosed that the test specimens had only been tested to 95% of the load intended. This was considered acceptable by the "State Commission from Moscow". I later heard that the performance requirements had been increased, and that new tests would have to be run at higher loads. In my opinion, this was probably a maneuver on Chief Designer Baade's part to get a new lease on life for the EF-150. The original completion date had not been met, and it would thus be to the designer's advantage to present something new. These new tests had not been started [redacted] in January 1952. Drop tests were also planned but had not been started.

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8. Low temperature tests on various hydraulic components had been started in October 1951 under the direction of Boris von Schlippe (fire extinguisher designer). How much of this program had been completed is not known, but I assume it was to be finished in January 1952. Alfred Bormann, assistant to the laboratory chief, Keller, set up the schedules of these tests. Tests on individual components of the servo mechanism flight system had been run satisfactorily, but mechanical failures were encountered when the entire system was operated on the test stand. [More details will be forthcoming in a later report.] Hot air de-icing tests were completed and considered satisfactory. [See paragraphs 30, 31 and 32 of this report.] Fuel tank tests were completed and considered satisfactory. [See paragraphs 22-29 of this report.] Landing gear tests had been completed under my direction. The retraction mechanism was satisfactory, but the shock struts leaked excessively due to the cylinders not being honed. Honing had been omitted at Soviet request, since they were always looking for production shortcuts. When it was proven that honing was necessary, it was found that stones and stone-holders were not available. The holders were to be fabricated in the plant, but had not been made as of 1952. [Further details will be forthcoming in a later report.]

Description:

25X1 9. [redacted] information on the EF-150 airplane as a whole, but I have prepared some sketches. [Three views of the EF-150 are shown in Enclosures (A), (B) and (C). These sketches were made by Source and were not retouched. They were drawn to a scale of 1:100 based on dimensions as Source remembers them. The dimensions given were considerably less than any given previously [redacted] When questioned about this, he thought that, if anything, his dimensions were too large. He based his dimensions on comparison with the plant building. During the preliminary interrogation just after his defection he made a sketch of the plant building. The length of the building, according to this sketch, was 315 meters. The building shown on USAF Target Complex Mosaic 0154-9852-25M of Ivankovo scales approximately 350 meters. The width checked as accurately as it could be scaled. If the building had not been changed (photos made in 1942), this is quite accurate estimating.] I never heard any weight figures, but on the basis of fuel capacity, which I estimate to be approximately 13,500 liters or 10 metric tons, I estimate the aircraft weight to be 50-60 tons. I do not know of any mission for the EF-150 other than bombing. I have no knowledge concerning performance of the airplane.

Crew and Facilities:

25X1 10. [At first [redacted] that there were only three crewmen in the forward compartment. When asked who did the bombing, he thought for a minute and then said that there must have been a fourth man. He remembered from the mockup that there was space in the extreme nose of the cabin for a bombardier, but he didn't know any details. He did not see inside the finished airplane.] Ejection seats were provided for the other three crewmen in the forward compartment, namely, the pilot, flight engineer, and radioman-gunner. The tail gunner had an emergency escape door which, I believe, was hydraulically opened into the wind. The tail gunner's seat was provided with a hydraulic lift which the gunner controlled with a foot pedal. The purpose of the lift was to provide better visibility when firing downward. The forward crew compartment was pressurized, but whether the tail gunner's station was also pressurized is not known. I can not remember the details of the cockpit enclosure. I know that there were at least two sections of flat, double-paned windshield, but I do not recall any particulars about the rest of the glass in the front or side panels. The top was made of plexiglas, but I do not remember the details [hence, some of the details are not shown on Enclosure (A), (B) and (C)]. I have no knowledge of windshield de-icing. Silicagel cartridges were installed between windshield panes to absorb moisture.

Power Plants:

11. I do not know when the EF-150 engines arrived, but they were in the plant in August 1951. I once heard the EF-150 engines referred to as "Rolls-Royce Nene". I do not believe that the engines bore any resemblance whatsoever to the original Nene. In the first place, I heard that the thrust of the EF-150

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engine was 4500 kg. [redacted] Secondly, from personal observation, the 150 engine appeared to be an axial flow type, whereas the Nene was a centrifugal type. /After thinking about this last point and looking at some pictures and dimensions of various engines, [redacted] not so sure just what the actual configuration of the engine was. The uniform diameter of the engine he had seen indicated an axial flow. On the other hand, the ratio between the diameter and length indicated a centrifugal type./ The combustion chambers were covered by a sheet metal housing, hence their type is not known to me. The EF-150 engine was approximately 1.3 meters in diameter and 2 meters long. I estimate that the tail-pipe diameter was 70 cm but do not remember whether there was a cone in the tailpipe or not. The length of the pod was about 3 meters, but I do not know if a section of the tail-pipe was left in the pod when the engine was removed. I recall from the de-icing system test that hot air was supplied by the engine at a pressure of four atmospheres and a temperature between 250-300 degrees centigrade. I do not remember seeing any additional airscoops in the engine pod. I once heard that "Lulko" engines were to be used in the EF-150 but I have no other information about these engines.

12. /The EF-140 engines were also discussed in an effort to get a comparison with those for the EF-150./ When at Borki, I worked on the EF-140 airplane, but this was so long ago (1949) that I can not remember many details. The EF-140 engine was known as the "Mikulin". As I recall, the Mikulin looked something like a Nene and therefore, may also have been a centrifugal turbojet. To the best of my knowledge, the maximum diameter was about 1.3 m and the length was 1.7 m. I estimate the exhaust pipe was about 60 mm in diameter. Only Mikulin personnel were allowed to work on these engines. Sheet metal covers were kept on the intake and exhaust except when the engines were to be operated. Therefore, I had little opportunity to see inside the intake or exhaust, but believe that there was an automatically controlled cone in the tail pipe. I remember one test flight wherein the automatic control device was deliberately made inoperative. I believe that the Mikulin for the EF-140 was designed to deliver a thrust of 3500 kg but actually produced 3640 kg. I know that the Mikulin engine used the same fuel regulator as the JU-004 because we once had trouble with one of the regulators on the EF-140 airplane. The Soviets sent the faulty regulator to the plant in Podberesje, requesting that the Germans repair it or supply a new one. I also recall that a compressed air starter was used.

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13. [redacted]

Fuel System:

14. The airplane had one integral fuselage tank and an unknown number of bladder-type wing tanks. /See paragraphs 22-29 of this report./

Armament:

15. I am sure that there was one non-retractable upper remote control turret (number of guns unknown) located in the aft part of the forward crew compartment. There was also a tail turret. I do not know how many guns the tail turret in the airplane would have, but believe that the one installed in the mockup had two guns. I have no knowledge of fixed guns or lower turrets. I believe that the caliber of the guns was 22 mm. The rate of fire, number of rounds, and other gun specifications are not known to me. All seats were provided with armor-plate. The plates were shaped approximately like a man's torso and head. I do not know if there was any armor protection under the seats or not, nor do I recall seeing or hearing anything about bullet-proof glass. A periscope was provided for the forward turret gunsight and a reflector type sight was used at the tail gun station. I have no knowledge of possible gunsight computers. I also have no information whatsoever concerning the bombload, bombsight, or method of release.

Hydraulic System:

16. The EF-150 airplane utilized hydraulic components almost exclusively. Although I am unable to make a complete schematic diagram of the complete hydraulic system, I can give details of some of the components. The system operated at 100-110 atmospheres pressure, except for the camera door which was operated at 30 atmospheres. The main pumps, engine driven gear type, were of Soviet design and carried the number NSH-14 (НШ-14). They were designed to deliver 80 liters per hour and 100 atmospheres pressure at 4000 RPM. These pumps were of good quality. They were tested by running them for 40 hours on hydraulic oil and four hours on kerosene. (In the event that the hydraulic oil should be lost, it was planned to use fuel, so that an emergency landing could be made.) The pumps passed the tests satisfactorily. After running on kerosene and then switching back to oil, the pump output was less than before, but since kerosene was to be used only in emergencies, this was not cause for rejecting the pumps. An attempt was made to build pumps at Zavod No 1, but this was not satisfactory, since the proper machines and materials were not available.

17. An emergency propeller driven oil pump was also provided. In the event that both engines failed, this pump could be extended into the wind and provide enough hydraulic power for an emergency landing. The propeller used was about 45-50 cm in diameter, three-bladed, and constant speed. The method of controlling the propeller speed was known as the "Seppeler" system. I think that in this system, propeller control was accomplished by means of springs, but am not sure of the details. A pump unit was sent to TsAGI (Central Aero-Hydrodynamic Institute) for tests in a wind tunnel. During the first test the support arm broke. The arm was cast of a German material known as "Silumin ". The arm was redesigned, cast of the same material, and reinstalled in the test specimen. I heard of no further troubles.

[redacted]

18. I think that the Soviets were considerably behind times where hydraulics were concerned. For example, in 1949 they were just setting up hose and fitting standards based on the Parker system. A man named Bashta (Башта) was supposed to be the top Soviet authority on hydraulics. He published a book in 1948 or 1949 which contained nothing more recent than the German wartime systems. [redacted] Soviet hydraulics personnel [redacted] There was a Soviet named Kondratev (Кондратев), assistant to DuBois, in the Hydraulics Design Section. In June-July 1951 a group of students made an inspection trip through the laboratory. They were apparently getting material for a thesis. [redacted] In October-November 1951 (fnu) Ivanov (Иванов) came from the Bashta Plant in Moscow and took over the hudraulics laboratory at Zavod No 1. /This man is not to be confused with other persons by the same name who have previously been reported as part of the Zavod No 1 organization./

19. The following items on the EF-150 were hydraulically actuated:

(1) Landing Gear

The EF-150 had bicycle type landing gear. /The general configuration is shown on Enclosures (A) and (B)./ Sketches which I have prepared, show the outrigger gear on the wing tips /instead of in the engine nacelles as earlier reports [redacted] have indicated. These earlier reports were based on the EF-150 mockup./ The location of the outrigger gear was changed for reasons unknown to me. /Further details will be forthcoming in a later report./

(2) Brakes

The brakes were a Soviet copy of an American internal expanding shoe brake. The shoes were hydraulically actuated by means of an expanding hose in each brake. The EF-150 brakes were the same as the latest type used on the EF-140. Earlier EF-140 brakes were from an American B-24.

(3) Flight Controls

All axes were controlled through a hydraulic servo mechanism. There was no mechanical connection between the controls in the cockpit and the control surfaces. The hydraulic "aggregate" was mounted in a frame under the cockpit floor. Motion and force were mechanically transmitted from the hydraulic aggregate to the control surfaces. /More details will be forthcoming in a later report./

(4) Landing Flaps

Split type landing flaps were actuated by hydraulic cylinders, but further details are not known to me.

[redacted]

(5) Bomb Bay Doors

I think that the doors were in two sections, each side sliding up inside the bomb bay. Both the operating and locking of the doors was accomplished hydraulically, but I have no further details.

(6) Gun Turrets

A test was once made on a hydraulic turret drive. In this set-up power from an oil motor went through a worm gear reduction to the turret ring. The performance of this turret drive was unsatisfactory, but I do not know what changes were made before the turret drive was accepted for installation.

(7) Tail Gunner's Exit Door

I believe that the door was opened by a hydraulic cylinder, but am not positive.

(8) Tail Gunner's Seat Lift

In order to provide for better downward sighting of the guns, the seat could be raised about 70-80 cm. Hydraulic cylinders pushed the seat up and down in tracks. The seat was controlled by a foot pedal.

Pneumatic Systems:

20. I do not think that the EF-150 used pneumatic systems at all, but the tail gunner's escape door may have been so actuated.

Electrical Systems:

21. The hydraulic system was electrically controlled by solenoid valves. I do not know of any electro-mechanical actuators, nor do I know how the trim tabs were actuated, but assume that they were controlled by a mechanical linkage. I also do not know if the horizontal stabilizer was adjustable or not. I do not know any details of radio or radar except that the housing under the nose /Enclosure (A)7 contained radar. I assume that it was Soviet design, since no Germans were allowed to see it. I heard no talk of blind bombing or gun tracking.

EF-150 Fuel System:

22. There was one integral fuel tank located in the fuselage over the bomb bay /as shown on Enclosure (D)7. /Details of this tank are shown on Enclosures (E) and (F)./ I never heard any figures mentioned for the capacity of this tank, but on the basis of my memory sketches, I estimate that it would hold approximately 8000 liters. The purpose of the tubular compartments inside the tank was to reduce the effect of gunfire. /See the table on Enclosure (D) for sizes and number of the cylinders.7 In use, fuel would be taken first from the part of the tank outside of the tubular compartments. If one or more of the cylinders should be damaged by gunfire, check valves under each cylinder /see Enclosure (F)7 would prevent fuel from flowing into the damaged compartments. There were also check valves provided /as shown on Enclosure (E)7 in case individual lines were damaged. There was a separate line for the fuel outside of the cylinders

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and another for that taken from inside the cylinders. These lines were approximately 40 mm in diameter.

23. Each cylindrical compartment was made of rolled sheet aluminum with lapped seams sealed with Thickol. These seams were not riveted or welded. If a cylinder leaked after assembly, it was patched with Bakelite. The cylinder ends were made from stamped sheet metal parts and had the fittings welded on. The cylinders were installed in the valves by means of bayonet fittings and sealed with "O" rings. The "O" rings furnished by the Soviets were too hard, hence they were grooved [as shown on Enclosure (F)] in order to provide sufficient resiliency. The cylinders were also supported at the top and bottom by sheet metal brackets. I do not know the exact details of the tank floor structure, but think my sketch is fairly accurate in this respect.

24. In my opinion, the wartime rubber self-sealing tanks were more effective and less costly. I do not know who originated the idea for the EF-150 fuel tank. It may have been Chief Designer Baade's or Chief Hydraulics Designer DuBois' idea, but it was definitely not Soviet. I also saw bladder type cells for internal wing tanks. There were two different sizes, shaped to the wing contour, [but of the approximate dimensions given on Enclosure (G)]. The cells were made of a rubberized fabric about 3-4 mm thick. I do not know how many of these cells were used in the airplane, but I assume that there were two of each size. If so, the wing tanks would hold approximately 5500 liters. There were no external tanks. Although I have forgotten the date, I recall having seen a large tank. I do not know if this tank was a fuel or ballast tank to be installed in the bomb bay, nor whether it was for the EF-140 or the EF-150. The fuselage and wing tanks described above would give a total estimated capacity of 13,500 liters.

25. I do not have any knowledge of the complete fuel system installation or of the sequence used to empty the tanks, but assume that wing tanks were emptied first. There were no booster pumps in the tanks that I saw. I do not know of any plans for pressurizing any of the tanks. There was supposed to be a single point refueling system provided, but the location of the refueling point is not known to me. There was a fitting in the center of the floor of the fuselage tank, but I do not know whether it was to be used for a filler or for emergency dumping of the fuel. All fuel could be dumped in an emergency, but I know no details. I do not know of any tank purging system.

26. [The EF-140 fuel system was also discussed, to get some background information.] On the EF-140, the single point refueling connection was located in the fuselage in the main gear wheel well. The EF-140 booster pumps were of the wobble plate type and engine driven. They were referred to as "American Booster Pumps". I do not think that any other booster pumps were used on the airplane. Air pressure was used in the aft fuselage tank in order to empty it before the forward one.

27. The tank in the static test fuselage of the EF-150 was checked for leakage before and after the static test. In addition, three other special tanks were made up, one for leakage tests and two for gunfire resistance tests. The

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specimen for leakage tests did not resemble the actual tank in cross section. It was somewhat triangular in shape and was intended primarily to determine the leakage around the fuselage stringers that ran fore and aft through the tank. In the early tests (1950) excessive leakage was found around these stringers. For these tests, Thiokol was used as a sealing material. Later tests (completed in April 1951) were satisfactory, but I do not know what sealing compound was used. No tape or fibrous filler was used at any of the reveted seams. The tanks were tested for leakage by pressurizing them with air and determining how rapidly the pressure dropped. I do not know what pressure was actually used, but the usual Junkers practice was to use 0.2 atmospheres.

28. Gunfire resistance tests, run under the supervision of Alfred Bormann and witnessed by the "State Commission from Moscow", were also completed in April 1951. The Commission said that the tanks were "not bad" even though the rubber valve flapper under one tubular compartment was pushed through the valve seat permitting fuel to leak out. The gunfire test specimens had the same cross section as the airplane tank but were only 1.40 m long. They were filled with fuel but were not pressurized for the gunfire tests. I heard that .22 mm ammunition (Ball, A P, and tracer) was fired into the tank specimens at various angles.

29. No vibration, slosh, or drop tests were conducted on the fuel tanks. It was planned to conduct flow evaluation tests on the completed airplane, but I do not know of any such tests to be conducted in the laboratory. Tests were made in the laboratory to determine the ability of rubber materials to withstand swelling when submerged in kerosene. I do not know how much the material did swell, but this factor did not cause any trouble. The main problem was that the material was not resilient (which necessitated grooving of the compartment seals as mentioned previously) and was not uniform in dimensions. The lack of uniformity in thickness of rubber sheet stock caused considerable trouble in making flappers for checkvalves.

EF-150 De-Icing System:

30. I never saw the complete de-icing system or a schematic drawing of the system used in the EF-150. I think that it was the same as a wartime German system, wherein ice was allowed to build up on the leading edge of the wing before the heat was turned on. Heating the leading edge broke the adhesion of the ice, and the force of the air stream was utilized to get rid of the ice. The system was not turned on continuously. I do not know where on the engine the supply of hot air came from, but remember the figures of 250-300 degrees Centigrade for temperature and 4 atmospheres pressure. This hot air went through a pressure reduction valve (spring and diaphram type) where the pressure was reduced to 0.4 atmospheres. I think that the temperature remained the same except for that lost in expansion. From this reduction valve, the hot air went to a mixing nozzle located in the duct of the leading edge of the wing /as shown in Enclosure (H)/. I am not too sure of the temperature down-stream of the mixing nozzle, but think it was about 85 degrees Centigrade. The mixing nozzle could not be adjusted after the leading edge was installed. The sketch I

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[redacted]

prepared /Enclosure (H)7, also shows the construction of the leading edge of the wing. Two thicknesses of skin were used, the inner one being corrugated to form ducts for the warm air. After the air passed through the skin corrugations, it flowed aft and escaped out around the flaps and ailerons. Spanwise flow distribution was controlled by decreasing the area of the exits of those individual corrugations where the temperature was found by test to be too high. The test results showed that very little such adjustment was necessary. I know of no other means of controlling temperature. There were no thermocouples or other temperature pickups located in or on the leading edge of the wing.

31. There was a heat exchanger in the forward part of the engine cowling. I was told that this was used to cool air used to pressurize the cabin. It may have also been used in conjunction with de-icing system. The leading edges of the vertical and horizontal stabilizers were heated in the same manner as the wings. No tests were run on the empennage de-icing. Hot air for the tail section was led through the fuselage by 50 mm diameter ducts of an aluminum known as "ANTs". (АНЦ). There was no specific provision for de-icing the engine air intake, but the heat exchanger mentioned above might possibly heat the cowling. The EF-140 had wire screens in the engine air intake, but I do not remember seeing a similar installation in the EF-150.

25X1 32. [redacted] quently, have no knowledge of the test data or results, except to know that they were satisfactory. The test specimen consisted of a wing leading edge borrowed from the airplane. A paper template was made up which had numerous small rectangular holes cut in it. This template was laid over the outside of the test specimen and the entire surface was coated by brushing on hot paraffin. After the paraffin had cooled and hardened, the template was removed leaving small patches of paraffin. These patches were used as indicators to determine the uniformity of heat distribution over the skin surface. The test was started and the condition of the paraffin was observed at regular intervals. 25X1

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MATERIALS

Aluminum

33. I remember that there were five kinds of aluminum used in Podberesje. One was very soft and appeared to be practically pure aluminum. Two others were similar to the German aluminum, known as "Pantal". One of these was softer than the other, but I do not recall whether this was the harder or softer one of the two. All three of these were weldable. Tubing was generally made of one of the Pantal types. There were two types of alclad duraluminum. One of these appeared to be similar to the German aluminum DU42 (42 KG/MM^2 ultimate tensile strength). The coating appeared to be about .10 mm thick. The second one was known as D16T. It was stronger than the other and had a thicker coating. I estimate that the ultimate tensile strength was approximately 45 kg/mm^2, the thickness of the aluminum coating at approximately .5 mm. D16T was difficult to work in a hardened condition but could be annealed and re-hardened after forming. Neither

type of dural was weldable. Standard size aluminum sheets were approximately 3 x 1-1/2 meters. These materials were most commonly used for structural parts.

Steel

34. A steel known as "ZOKhGSA" (30ХГСА) was most commonly used for aircraft parts; for example, landing gear on the EF-150. This material appeared to be very tough. I do not know any ultimate tensile strength figures but estimate about 100 kg/mm^2 before heat treat. It could be heat treated to about 120 kg/mm^2. This steel could be either heat treated or case hardened. I also remember a very soft and ductile steel known as S10. The ultimate tensile strength was about 50-60 kg/mm^2. Another steel known as S20 had a tensile strength of approximately 70 kg/mm^2.

Flexible Hydraulic Hose

35. I recall four Soviet and one German type hose used at Podberesje. The German hose (Argus) was the most flexible at all temperatures, even though five years old when tested. Tests were run on these during the summer of 1949 to determine their ability to withstand pressure. Standards were also set up to convert from the German metric sizes to the Russian inch system, which I believe was based on the American Parker fittings. //Enclosure (I) shows a sketch of the type of fitting used.7 These hoses were used during the winter of 1949-1950 and were entirely satisfactory. In 1950 [redacted] three following tests on Soviet designed hose: 25X1

(1) Tests in which the hoses were subjected to increasing pressure until failure. Pressure was increased in 25 and 50 atmosphere increments and the length and diameter noted at each step. No protective clothing was provided and the test operator frequently got a bath of hydraulic oil.

(2) Flexing tests at 100 atmospheres pressure and room temperature. The section of hose being tested was held rigidly at the ends, and was attached to the rod of a hydraulic cylinder in the middle. When the cylinder rod was at either end of its stroke, it forced the hose to make four right angle bends. Moving the cylinder rod reversed the bends. The bend radii were about four times the diameter of the hose.

(3) Low temperature tests. In those tests only one right angle bend was made in the hose at a 4D radius. Cold tests were run both with and without the specimen being pressurized.

The following types of hoses were tested:

(1) A synthetic rubber hose of Soviet design which had a steel webbing imbedded in the rubber. This specimen failed in test No (3) /above/ at approximately minus 30 degrees Centigrade.

(2) This type had a rubber and cord construction similar to that of an automobile tire. It was an improvement over the first type, but I do not know the exact details of the test results.

(3) This was similar in appearance to type 2, but the test results are also unknown to me.

(4) The best Soviet hose tested was manufactured by Moskovsky Kauchuk (МОСКОВСКИЙ Каучук). Its appearance was similar to (2) and (3) [above]. This one was almost as good as the German hose but was slightly less flexible at all temperatures. It could be bent in a 4D radius at temperatures as low as minus 60 degrees Centigrade. I am not certain, but believe this hose was probably adopted for the EF-150. Although I do not remember all of the trademarks on the various hoses, I am sure that the Moskovsky Kauchuk hose carried the name of the manufacturer and the date [as shown on Enclosure (I)]. I also remember seeing another trademark--the letters RVD (РВД), but have forgotten whether this was in conjunction with the airplane trademark or not. There was no trademark on the type of hose with the imbedded steel webbing.

Synthetic Rubber Seals

36. Soviet synthetic rubber used in various seals was too hard. For this reason, troubles were encountered with the "O" seals used in the tubular compartments of the fuselage fuel tanks. The seals were modified by cutting a groove around the outside diameter of the ring [as shown on Enclosure (F)]. This modification enabled the seals to be used effectively. I do not know how much the seals would swell when soaked in fuel, but believe that no difficulties were encountered due to excessive swelling. The chevron type rings used in the landing gear shock struts appeared to be of the same material as the "O" rings described above. After 200 cycles of life test on the oleo strut, the strut was disassembled and the seals examined. When first examined, the material appeared to be all right. However, after two days in the open air, blisters began to appear on the surface of the seals. It then looked as though the seals had been made from vulcanized rubber bands instead of being molded in one piece. The vulcanization appeared to have failed, permitting the blisters to form. This was substantiated by the Soviets. The hardness of the seal material also contributed to leakage in the struts. In spite of the hardness, however, the seals had a tendency to extrude between the piston and cylinders of the struts. Backing rings were used to correct the extrusion troubles encountered. [Sketches of the seals will be forthcoming in a later report on landing gear cylinders.]

Hydraulic Oil

37. Prior to the winter of 1950, an oil known as MVP-60 (МВП-60) was used. It was received ready-mixed; hence, I do not know the ingredients but am quite sure the oil did not contain any glycerine. I think the specific gravity was .8 but am not sure. Its color was difficult to describe but was "bluish" when poured from the can. When it had absorbed air in use, it became a sort of gray-green color. This oil was used at Borki in the EF-140 during the winter of 1949-1950, but it became so thick at -40 degrees Centigrade that the hydraulic system would not function. For example, a solenoid valve normally requiring .10 second to operate at room temperature required 20 seconds at -40 degrees Centigrade when this oil was used. When making viscosity checks at -40 degrees Centigrade using a steel ball in an oil-filled glass tube, the

25X1

steel ball would remain at the top of the tube when it was inverted. Following these experiences with the MVP oil, a new oil came into use. This oil was red in color and known as "Ziatin". /This is a German phonetic spelling as the oil was a closely guarded secret, [redacted] saw the word written./ I know that this oil was satisfactory at -40 degrees Centigrade and believe that it was still fluid at -60 degrees Centigrade. This oil was also received in five-liter unmarked cans, ready-mixed. (I heard that the markings were removed from the cans by Soviets who worked in the storage dump.) At first there was not a sufficient supply of Ziatin to permit its use exclusively. Consequently, it was mixed with the MVP oil in order to make the limited supply go further. By the fall of 1950 Ziatin was received in sufficient supply to use it alone.

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Fuel

38. The fuel used was known as kerosene. I never saw or heard of any other designation.

- end -

ENCLOSURE: (A) Side View of EF-150

ENCLOSURE: (B) Front View of EF-150

ENCLOSURE: (C) Top View of EF-150

ENCLOSURE: (D) Fuselage Tank Location

ENCLOSURE: (E) Details of Fuselage Tank

ENCLOSURE: (F) Details of Tank Compartment

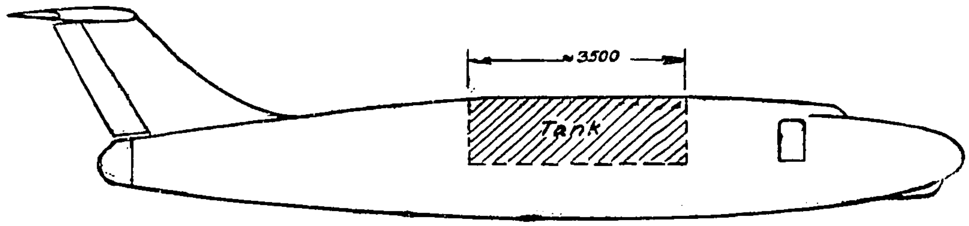
ENCLOSURE: (G) Wing Tank Cell

ENCLOSURE: (H) Details of De-Icing System

ENCLOSURE: (I) Details of Hydraulic Hose

SECRET/SECURITY INFORMATION

25X1



Total length of tank ≈ 3500 mm
Total capacity of tank ≈ 8000 l.

Pipe №	Pipe length ≈ mm	Number in tank ≈
1	440	22
2	650	18
3	820	22
4	950	18
5	1060	22
6	1120	18
7	1130	22
8	1175	18
9	1200	31

191 pipes total

FUEL TANK PLAN - AIRPLANE MODEL EF 150

ENCLOSURE (D)

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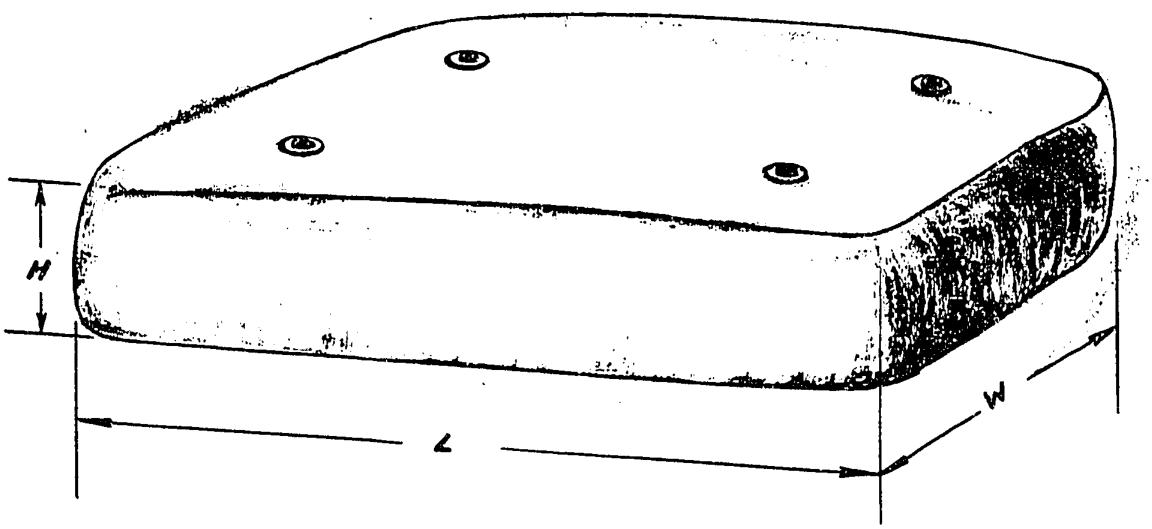
SECRET/SECURITY INFORMATION

Estimated Dimensions of Wing-Tanks in cm		
L	W	H
180	130	40÷50
250	150	40÷50



WING FUEL TANKS - AIRPLANE MODEL EF 150

ENCLOSURE (G)

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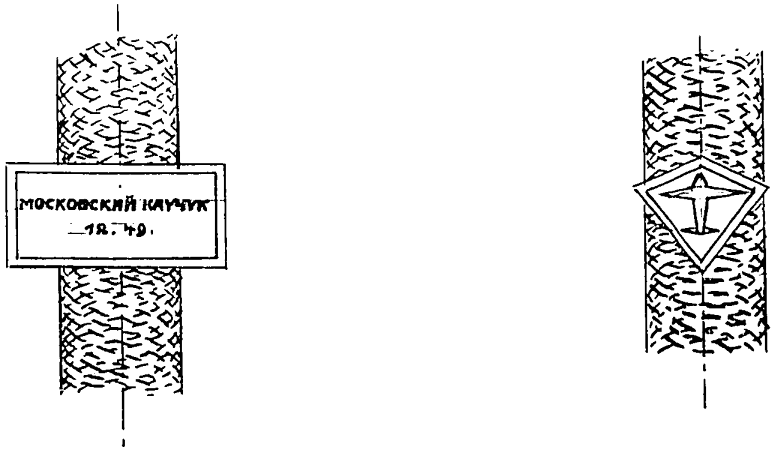
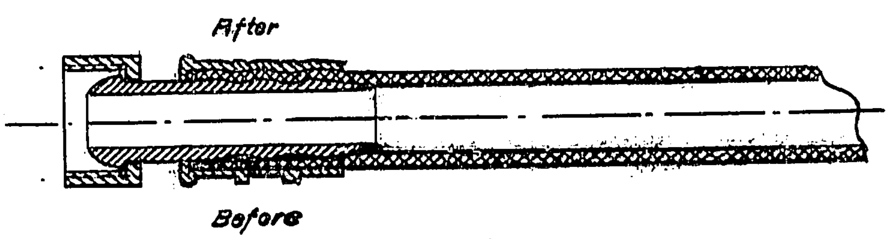
SECRET/SECURITY INFORMATION



HYDRAULIC HOSES



HYDRAULIC HOSE FITTING

AIRPLANE MODEL EF150

ENCLOSURE (I)

SECRET

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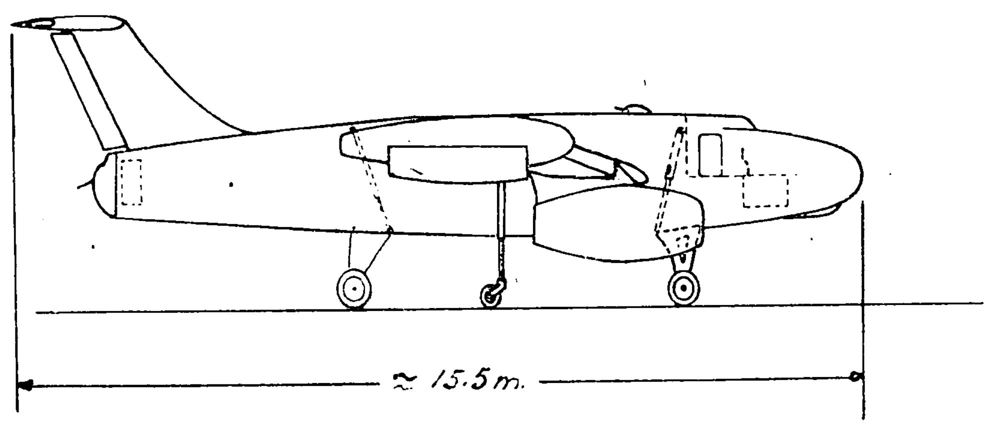
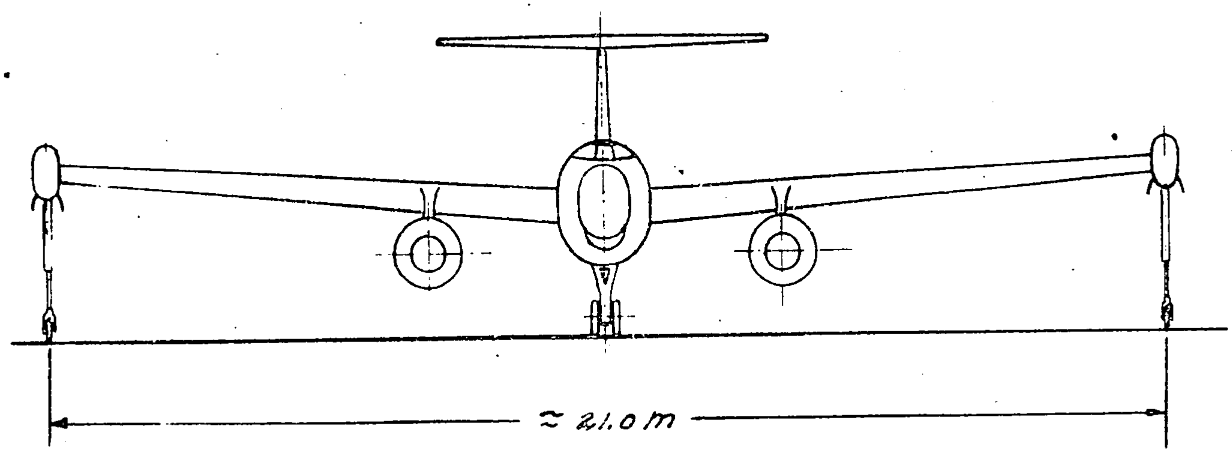


ENCLOSURE (A) SIDE VIEW OF THE EF-150 AIRPLANE

SCALE 1:100

25X1

SECRET
SECURITY INFORMATION



ENCLOSURE (6) - FRONT VIEW OF THE EF-150 AIRPLANE

SCALE 1:100

SECRET

Approved For Release 2005/06/01 : CIA-RDP80-00809A000500770037-4

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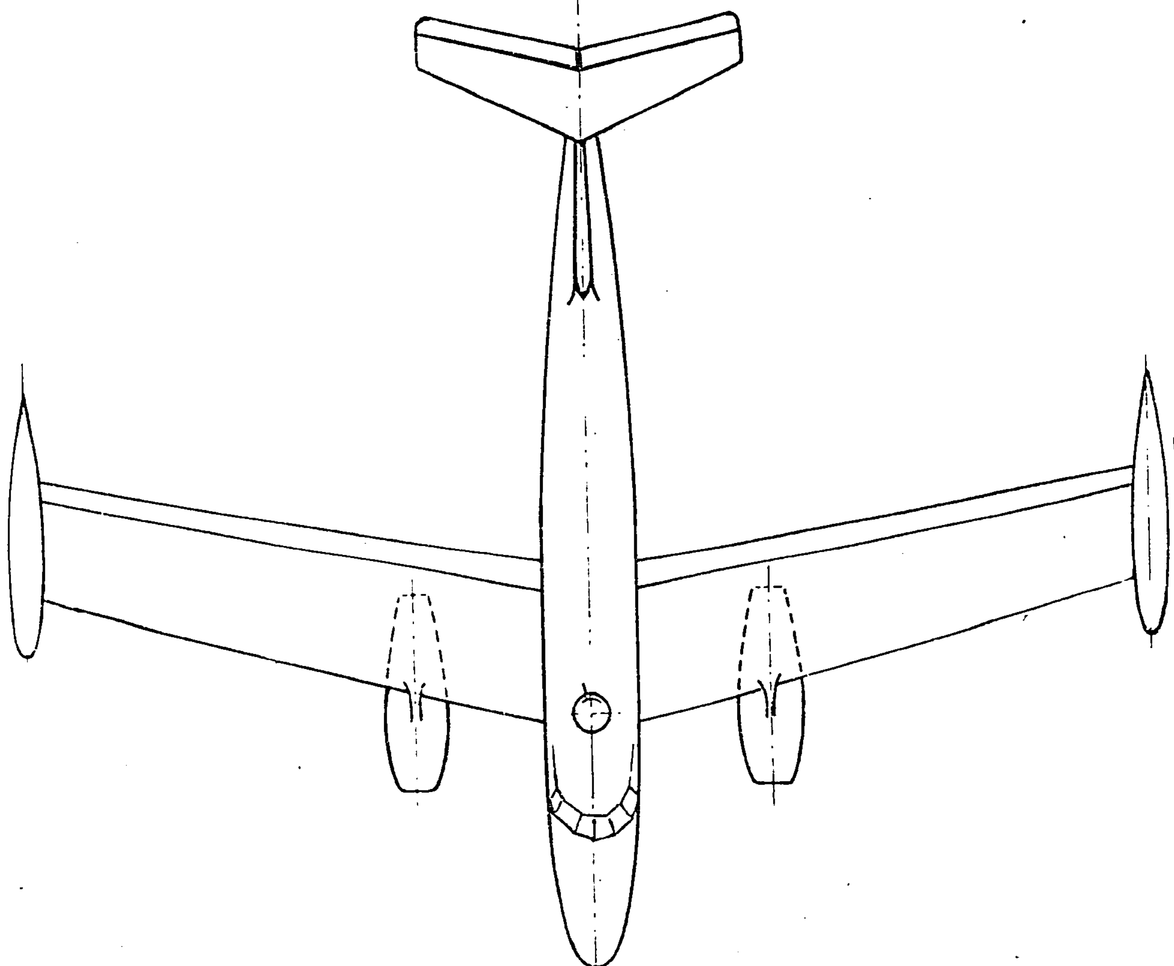
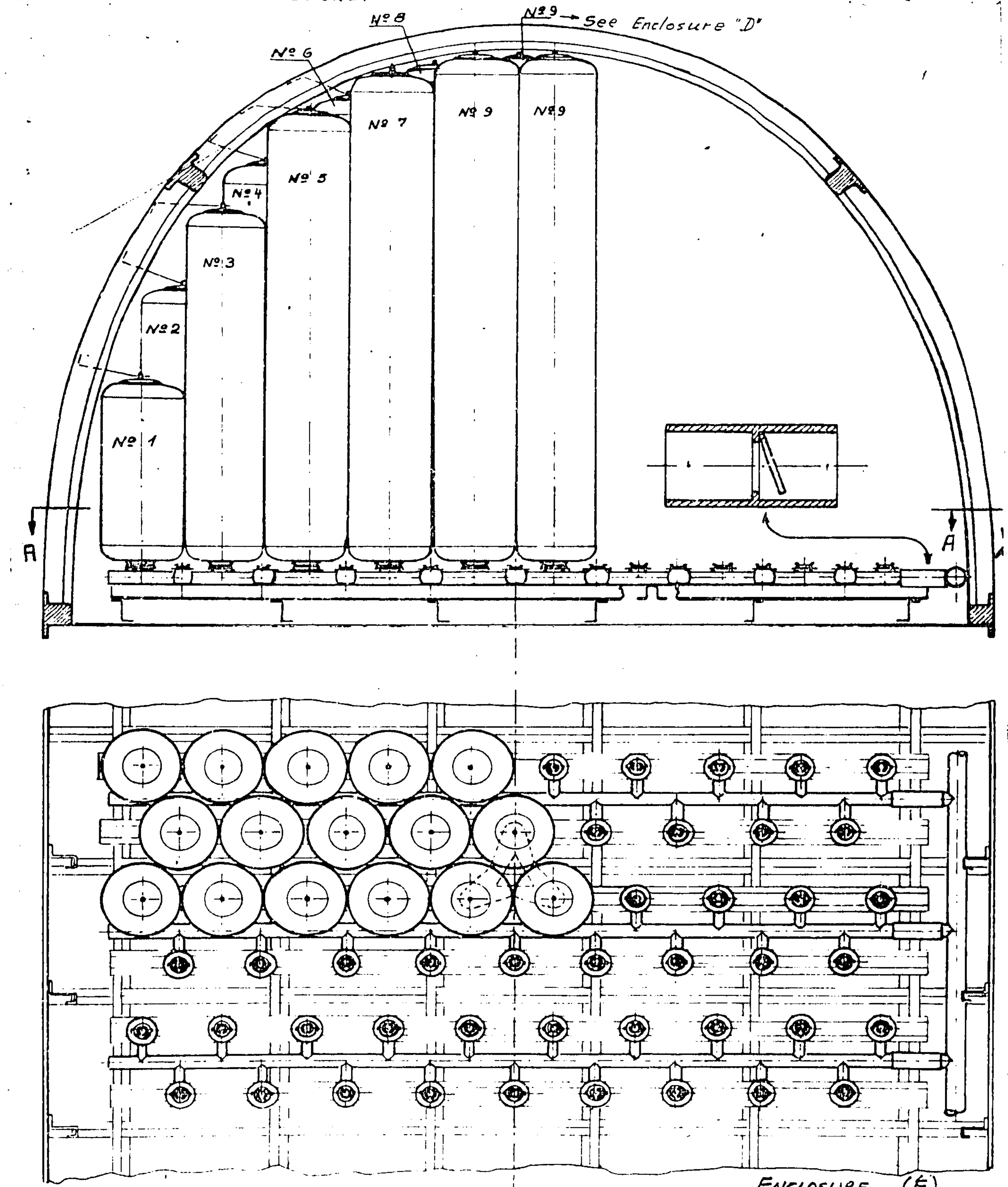
SECURITY INFORMATION



ENCLOSURE (C) TOP VIEW OF THE EF150 AIRPLANE · SCALE - 1:100

SECRET

SECRET - SECURITY INFORMATION



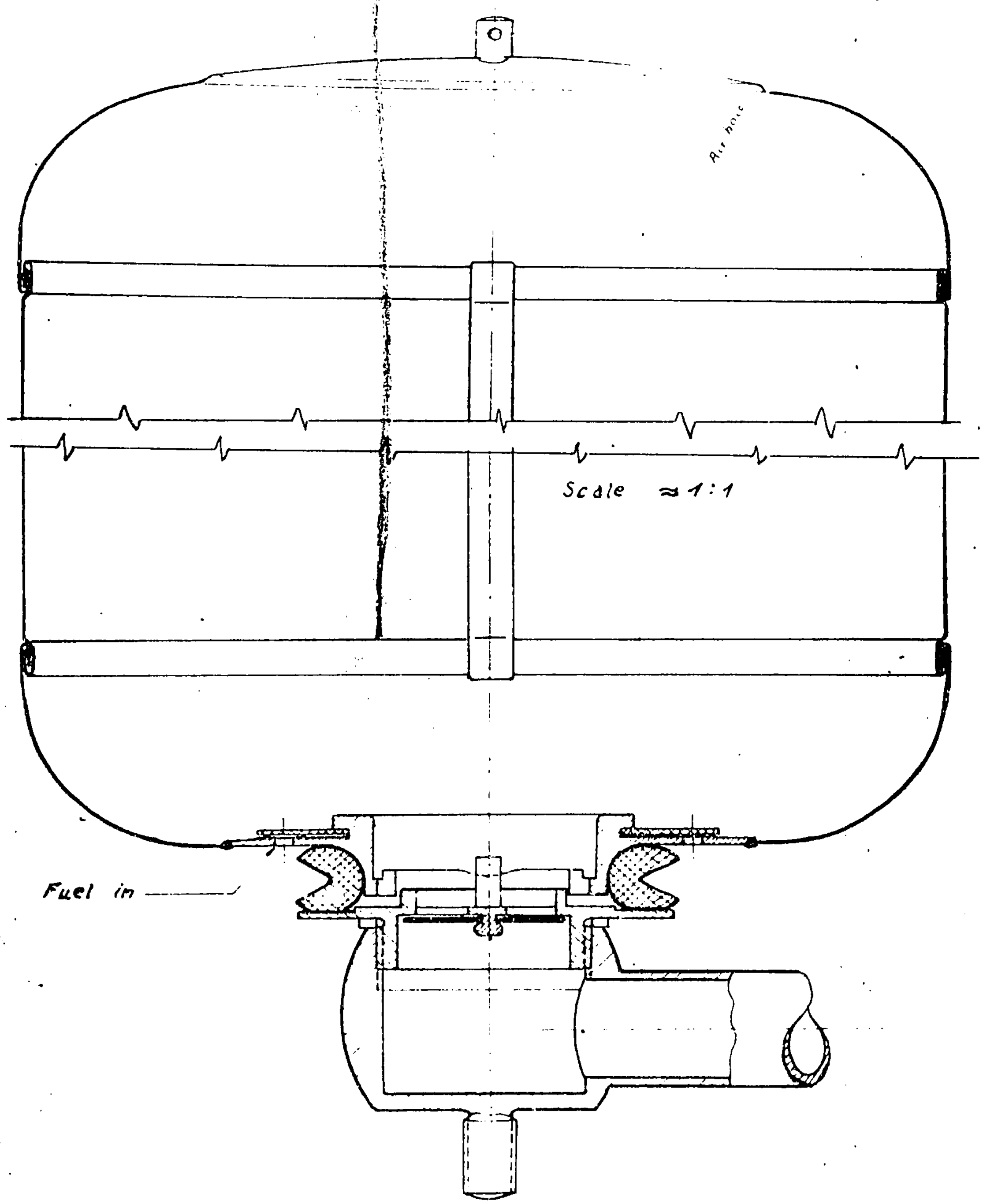
ENCLOSURE (E)

SECTION A-A

DETAILS OF FUSELAGE FUEL TANK

SECRET

SECRET
SECURITY INFORMATION



DETAIL OF TANK COMPARTMENT
ENCLOSURE (F)

SCALE- 1:1

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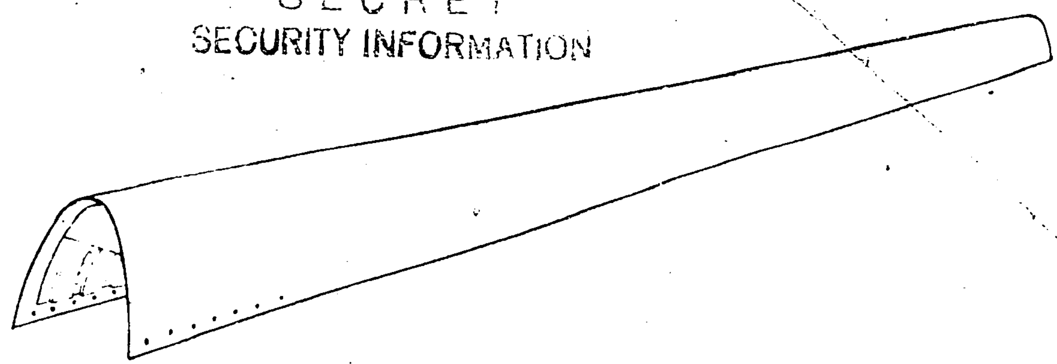
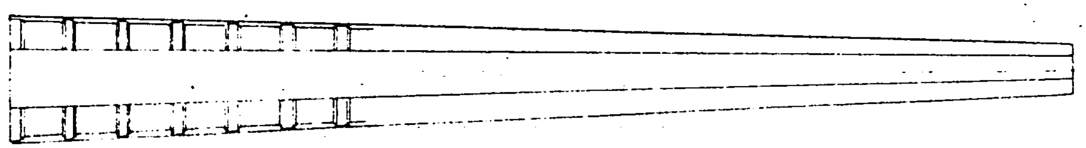
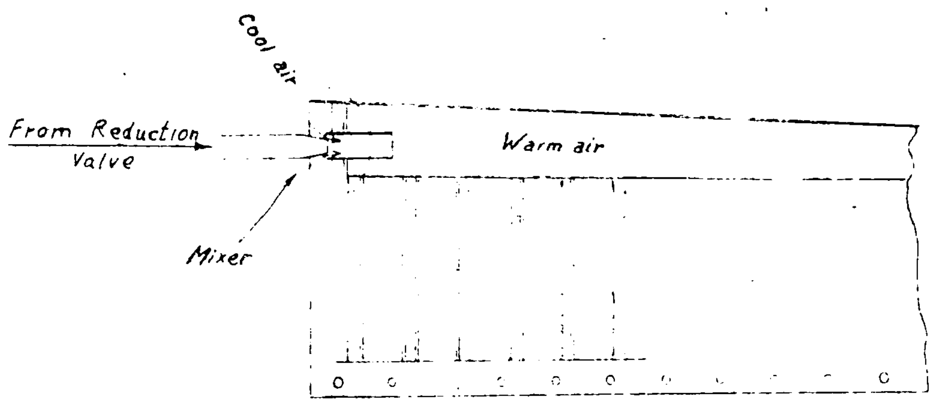
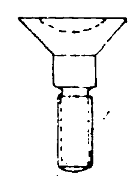
SECRET
SECURITY INFORMATION









ATTACHMENT SCREW

DETAILS OF DE-ICING SYSTEM
ENCLOSURE (H) -

SCALE - NONE

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